



4910-13

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Availability of Noise Compatibility Program for Willow Run Airport, Ypsilanti, Michigan

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice.

SUMMARY: The FAA announces its determination that the noise exposure maps submitted by the Wayne County Airport Authority, Michigan for Willow Run Airport under the provisions of 49 U.S.C. 47501 et. seq (Aviation Safety and Noise Abatement Act, herein after referred to as “the Act”) and 14 Code of Federal Regulations (CFR) part 150 (hereinafter referred to as “part 150”) is in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for Willow Run Airport under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before July 15, 2014.

DATES: EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is January 15, 2014. The public comment period ends March 16, 2014.

FOR FURTHER INFORMATION CONTACT: Ernest P. Gubry, 11677 S. Wayne Road, Suite 107, Romulus, MI 48174, E-mail: Ernest.Gubry@faa.gov Phone: 734-229-2900. Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces the FAA finds that the noise exposure maps submitted for Willow Run Airport are in compliance with applicable requirements of Part 150, effective January 15, 2014. Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before July 14, 2014. This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., section 47503 of the Act, an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to

reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The Wayne County Airport Authority submitted to the FAA on December 12, 2013, noise exposure maps, and other documentation that were produced during the Willow Run Airport 14 CFR part 150 Noise Compatibility Study. It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by the Wayne County Airport Authority. The specific documentation determined to constitute the noise exposure maps includes: Figure S1 (Existing 2012 Noise Exposure Map); Figure S2 (Future 2018 Noise Exposure Map), Information pertinent to the aircraft operations, fleet mix, runway utilization, and nighttime use are located in Chapter D, updated in Chapter I and Chapter S. This is inclusive of all tables. Information about noise monitoring sites is located in Figure C11 (Noise Measurement Sites). The FAA has determined that these maps for Willow Run Airport are in compliance with applicable requirements. This determination is effective on January 15, 2014. FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of 14 CFR part 150. Such determination does not constitute

approval of the applicant's data, information or plans, or constitute a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government.

These local responsibilities are not changed in any way under part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for Willow Run Airport, also effective on January 15, 2014. Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise

compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before July 14, 2014. A public hearing was held on November 6, 2013 at 5:30 pm.

The FAA's detailed evaluation will be conducted under the provisions of section 150.33 of part 150. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments should be sent to Ernest P. Gubry at the address under FOR FURTHER INFORMATION CONTACT. All relevant comments, other than those properly addressed to local land use authorities; will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination upon prior appointment during normal business hours, at the following location:

Federal Aviation Administration,
Detroit Airports District Office,
11677 S. Wayne Road, Ste. 107,
Romulus, MI 48174;

Willow Run Airport,

Mr. Sean Brosnan,

801 Willow Run Airport,

Ypsilanti, MI 48198.

Questions may be directed to the individual named above under the heading,
FOR FURTHER INFORMATION CONTACT.

Issued in Romulus, Michigan, January 15, 2014.

John L. Mayfield, Jr.,

Manager, Detroit Airports District Office.